covering various aspects of cooperation in Railway Sectors such as new Railway projects, Sky bus Metro, Sleeper Factory, Exchange of expertise and training, supply of services, materials and equipments etc.

(d) and (e) Do not arise in view of (a) above.

Operating Cost of Railways

†4039. SHRI RAM JETHALMANI:
SHRI KAPIL SIBAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the operating cost of the Railways is increasing continuously for the last few years;

(b) if so, what has been the annual growth rate in the operating cost during the decade of nineties;

(c) whether there is a difference in operating cost for freight and passengers carried by the trains, and

(d) if so, what is the average difference and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) The total working expenses, which cover the operation and maintenance of the railways, have been increasing continuously for the last few years. The increase has been higher during the years of implementation of the recommendation of the Vth Central Pay Commission.

(b) The average annual growth rate during the decade of the nineties has been around 12%.

(c) There is a difference in the working expenses of the Coaching (includes Passenger, Luggage, Catering and Parcel) and Goods services.

(d) During the decade of nineties, on an average, the Coaching services account for about 46% of the total working expenses and Goods services for 54%.

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† Original notice of the question was received in Hindi.